

**Amendments to the Specification:**

Please replace paragraph [0003] of the published specification with the following amended paragraph [0003] and new paragraph [0003.1]:

[0003] Whilst such barriers are useful for these limited purposes they generally lack the ability to safely absorb impacts, such as accidental impacts by motor vehicles, without failure of the barrier or excessively large lateral displacement. Failure of the barrier upon impact by a vehicle moving at speed, generally in the direction of longitudinal axis of the barrier, can result in the vehicle breaching the barrier. This may result in the pedestrians or objects protected by the barrier being endangered by the vehicle similarly excessive displacement of the barrier may endanger pedestrians or objects behind the barrier. ~~There are regulatory standards now set for crash resistant barriers for use with motor vehicle traffic and most~~

[0003.1] Government agencies establish guidelines for crash barrier safety. For example, the United States Department of Transportation, Federal Highway Administration (FHWA) policy requires the use of devices on the National Highway System (NHS) that have been successfully tested in accordance with the guidelines contained in the National Cooperative Highway Research Program (NCHRP) Report 350, "Recommended Procedures for the Safety Performance Evaluation of Highway Features." State transportation agencies may establish different standards for non-NHS projects, but the United States FHWA recommends the use of crash-worthy devices on all public facilities where run-off-the-road crashes may occur. Standards are provided for various highway safety features, including relocatable transportable work zone devices. Category 3 devices are subject to the full crash testing requirements of NCHRP Report 350, Levels 1 to 3. Level 3 is a 25 degree impact at 100 kmh with a 2000kg pickup, and a 20 degree impact with a 820kg sedan. Successful devices shall prevent penetration of the barrier line and control the deceleration of impacting vehicles by dissipating the vehicle's kinetic energy in a manner that does not cause violent decelerations which cause injuries to vehicle occupants. When struck, the barrier system shall redirect the errant vehicle back onto the roadway or bring the errant vehicle

to a safe and controlled stop. Most of the available modular, ballasted longitudinal barrier style systems barriers fail to meet these standards and where protection is required it is necessary to employ relocatable barriers of the type formed from concrete. The use of barriers formed from concrete increases the difficulty in transporting and positioning the barriers due to the extreme mass of the barrier elements that need to be transported and deployed.